



## Hidalgo County MPO Transit Asset Management and Performance Measures

**FY 2019 - 2022**

As part of the Fast Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Federal Transit Administration (FTA) recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Reliable and well-maintained transit infrastructure provides safe, dependable services that are easily accessed. A transit system is in a state of good repair when it possesses and maintains a comprehensive list of its capital assets and rolling stock. Additionally, an asset management plan must be integrated into the management process and practices of the agency. The percentage of an agency's assets should be within their articulated useful life, with remaining assets performing as designed for function.

### Summary of Transit State of Good Repair Targets

#### *Revenue Vehicles*

<b>Performance Measure</b>	<b>Asset Class</b>	<b>2019 Target</b>	<b>2020 Target</b>	<b>2021 Target</b>	<b>2022 Target</b>
<b>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</b>	<i>Bus</i>	1%	1%	1%	1%
	<i>Cutaway Bus</i>	14%	14%	14%	14%
	<i>Van</i>	36%	36%	36%	36%

### *Equipment*

<b>Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)</b>	<i>Non - Revenue/Service Automobile</i>	1%	1%	1%	1%
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### *Facilities*

<b>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</b>	<i>Administration</i>	1%	1%	1%	1%
	<i>Maintenance</i>	1%	1%	1%	1%
	<i>Parking Structures</i>	1%	1%	1%	1%

### **Selection of Projects**

Hidalgo County MPO combines data on asset inventory and projected growth, in order to develop strategies to ultimately maintain a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment.

### **Expected Results**

The HCMPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The

projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

### **Integration of Performance Measures into the Hidalgo County MPO Transportation Improvement Program (TIP)**

As part of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) and continued in the Fixing America's Surface Transportation (FAST) Act, State DOT's and Metropolitan Planning Organizations (MPO's) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. Under Map-21, States are required to set annual safety performance targets. The annual measures States set targets for include:

- **Number of fatalities** (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year)
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)** (The ratio of total number of fatalities to the number of vehicles miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- **Number of serious injuries** (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- **Rate of serious injuries per 100 million VMT** (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 million VMT) in a calendar year)
- **Number of Non-motorized Fatalities and Serious injuries** (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would help achieve the statewide target. On February 15<sup>th</sup>, 2018, the Hidalgo County MPO's Transportation Policy Committee approved the adoption of the following state's safety performance targets:

Number of Fatalities	3,703.8
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.432
Number of Serious Injuries	17,565
Rate of Serious Injuries per 100 million VMT	6.740
Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries	2,150

### **Hidalgo County MPO Transportation Improvement Program Major Safety-impacting projects**

- **Regional Hike and Bike Trail Project** – Construction of a major trail system that will allow for a safer environment for pedestrian traffic accessing schools, public buildings, parks, and other recreational facilities in the area as well as promote a healthier lifestyle in the area. The trail system will also include pedestrian tunnels crossings at major roadways for safety and reduction of vehicle/pedestrian accidents. The project will also include lighting, signage, and emergency call stations.
- **I-2/I-69C Interchange-** Reconstruction of existing interchange including widening interchange to interstate standards with 4 main lanes and 2-lane continuous frontage roads in each direction as well as improvements to several overpasses and on/off ramps as part of the project
- **SH 107-** Reconstruction and widening of the existing SH 107 four-lane divided rural roadway to a six-lane divided rural roadway to allow for additional travel lanes within an existing 152-foot to 176-foot right-of-way (ROW). Median improvements would also allow less conflict points throughout the length of the project.
- **FM 1925** – Improvements include widening to 6-lane with a raised median. Addition of lanes shall reduce the traffic and congestion on this roadway segment in this high-volume roadway. Raised median will allow for a reduction of conflict points throughout the length of the project
- **FM 494** – The purpose of this project is to enhance safety, accommodate a growing population and increasing traffic, and provide a safer route for pedestrians. The proposed project includes four 12-foot travel lanes, one 16-foot continuous left turn lane, and 10-foot wide shoulders as well as drainage improvements.

### **Bridge/Pavement, System Performance, and Freight Targets**

In October of 2018, The Hidalgo County MPO adopted a resolution stating the support of targets for Infrastructure Condition, Asset Management (PM2), System Performance, Freight and CMAQ(PM3) as set forth by the Texas Department of Transportation. These Performance Measures include:

1. % of Pavement on IH in “good” condition
2. % of Pavement on IH in “poor” condition
3. % of Pavement on Non-IH NHS in “good” condition
4. % of Pavement on Non-IH NHS in “poor” condition
5. % of NHS Bridge Deck in “good” condition
6. % of NHS Bridge Deck in “poor” condition

7. % revenue vehicles at or exceeding useful life benchmark (TAM)
8. % service vehicles (non-revenue) at or exceeding useful life benchmark (TAM)
9. % facilities rated below 3 on condition scale (TERM)
10. % track segments with performance restrictions
11. NHS IH Level of Travel Time Reliability
12. NHS non-IH Level of Travel Time Reliability
13. Truck Travel Time Reliability
14. Annual Hours of Peak Hour Excessive Delay per capita
15. % Non-SOV Travel
16. Total Emissions Reductions

**PM2 Performance Measures include Pavement Condition and Bridge Condition**

**PM3 Performance Measures include System Performance, Freight Movement, Traffic Congestion, & On-Road Mobile Source Emissions**

<b>Pavement on Interstate-Highway</b>	<b>Baseline</b>	<b>2020 Target</b>	<b>2022 Target</b>
% in “Good” condition			<b>66.40%</b>
% in “Poor” condition			<b>0.30%</b>
<b>Pavement on Non-Interstate Highway (National Highway System)</b>	<b>Baseline</b>	<b>2020 Target</b>	<b>2022 Target</b>
% in “Good” condition	<b>54.40%</b>	<b>52.00%</b>	<b>52.30%</b>
% in “Poor” condition	<b>13.80%</b>	<b>14.30%</b>	<b>14.30%</b>
<b>National Highway System Bridge Deck Condition</b>	<b>Baseline</b>	<b>2020 Target</b>	<b>2022 Target</b>
% in “Good” condition	<b>0.88%</b>	<b>0.80%</b>	<b>0.80%</b>
% in “Poor” condition	<b>50.63%</b>	<b>50.58%</b>	<b>50.42%</b>
<b>National Highway System Travel Time Reliability</b>	<b>Baseline</b>	<b>2020 Target</b>	<b>2022 Target</b>
Interstate Highway Level of Travel Time Reliability	<b>79.60%</b>	<b>61.20%</b>	<b>56.40%</b>

Non-Interstate Highway Level of Travel Time Reliability			<b>55.40%</b>
Truck Travel Time Reliability	<b>1.50%</b>	<b>1.70%</b>	<b>1.79%</b>

In opting to support these targets, the Hidalgo County MPO commits to planning and programming projects that will help achieve these targets and reporting these achievements to the Transportation Policy Committee and the Texas Department of Transportation.